

MARINE REVIEW.

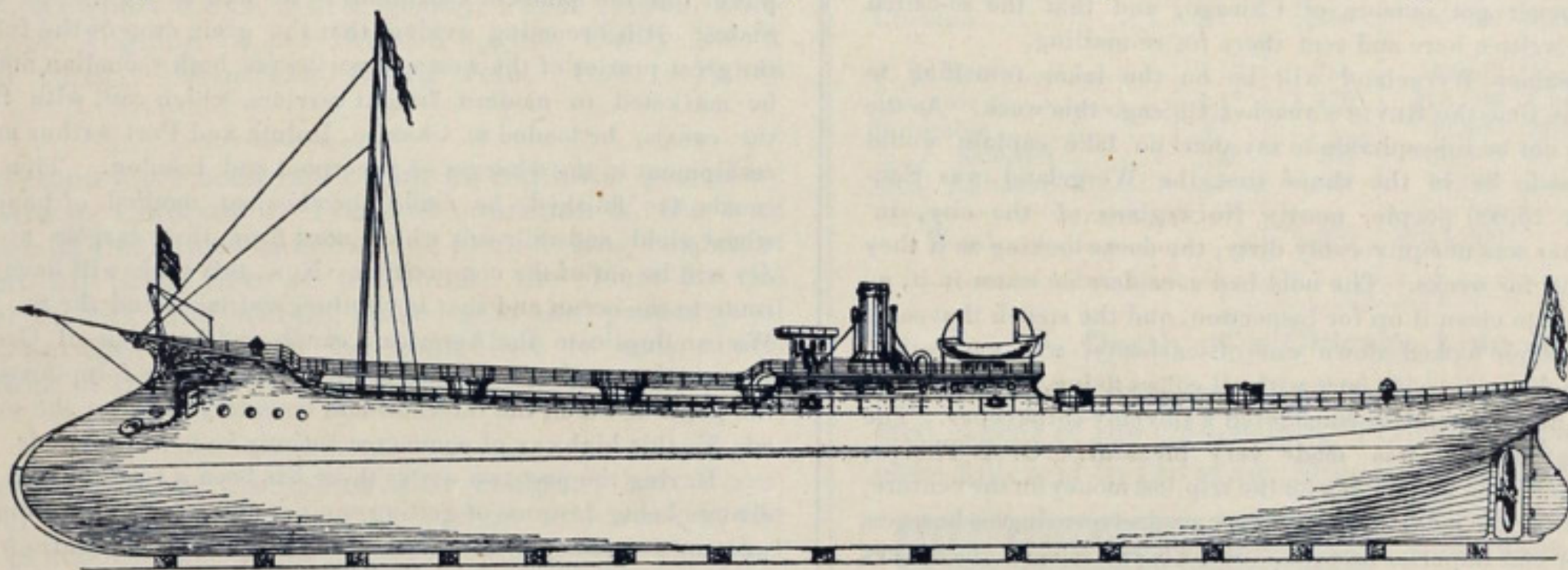
VOL. V.

CLEVELAND, OHIO, THURSDAY, JUNE 2, 1892.

No. 23.

Canada's Contribution to the List of Monitors.

Canadian vessel owners have for some time past been discussing plans of a freight vessel of the monitor type prepared by Engineer W. E. Redway of Toronto. Mr. Redway is connected with the John Doty Engine Works, operating an engine building plant in Toronto and also an iron shipyard. The announcement that Thomas Marks & Co. of Port Arthur and other Canadian capitalists are considering the question of entering into a contract for a boat of the new type has added interest to the plans. As shown by the illustration presented with this article, for which we are indebted to Thomas Marks & Co., Mr. Redway's model is fashioned like an Indian canoe. The boat represented by the illustration is 255 feet long, 38 feet beam and 20 feet hold (Welland canal size), and is intended to carry 2,000 tons on 14 feet draft. In appearance such a craft as that proposed by Mr. Redway would be an improvement on other vessels of the monitor, straightback and whaleback type, but the plans will undoubtedly meet with severe criticism on the score of cost in construction, disadvantage in location of machinery, etc.



A CANADIAN MONITOR.

Mr. Schlesinger Again in Control of the Chapin.

Ferdinand Schlesinger is again in control of the big Chapin mine with its line of steel steamboats and other important connections. His failure, something more than a year ago, to carry out a transportation deal, through which Mr. M. A. Hanna and others interested in the Globe Iron Works Company of Cleveland had constructed the fleet of steel steamers known as the Menominee boats, and the subsequent purchase of the Chapin mine by Vanderbilt interests represented by the Twombly syndicate, was a matter of considerable importance in financial circles. The syndicate, with whom members of the firm of M. A. Hanna & Co. and the Globe Iron Works Company were, of course, largely interested, took up a controlling interest in the mine, placed the bonds upon which the fleet of boats were built and also arranged a sale to the Chicago & Northwestern railway of a branch railway and docks constructed by Mr. Schlesinger from the mine to Escanaba. Since that time, Mr. Schlesinger has been working to regain control of the property and on Monday last succeeded in doing so. The parties now interested with Mr. Schlesinger are not known, but the new deal conveys all but the control of the railway, which the Vanderbilt interests sought particularly in the first purchase. The price at which a control of the mine is regained is thought to be the same as that at which the sale was made, reported at about \$2,000,000. The

Vanderbilts hold the steamboat bonds amounting to about \$1,200,000, bearing interest at 6 per cent., and secured by a mortgage on the boats as well as a guarantee of business from the mine. M. A. Hanna & Co. will continue as sales agents for the mine and the management of the boats will remain as at present. The deal is understood to be satisfactory all around. Mr. George H. Kent, who has represented the Vanderbilt interests, is now in Milwaukee arranging the details of the transfer with Mr. Schlesinger, but will probably sever his connection with the mining company within a few days.

Lake Freight Matters.

Although there has been almost an entire suspension of grain shipments during the past week, the decline in iron ore freights has not been as marked as was expected. Rates are now quoted at 65 cents from Escanaba and \$1.10 from Ashland with Marquette nominal at 95 cents. Vessel owners have been disposed to hold the market up through expectations of a renewal of corn shipments out of Chicago and have succeeded un-

der a very heavy movement of ore. Corn has not begun to move as yet, however, and the market is accordingly weak. With the rate on hard coal from Erie and Buffalo to Chicago advanced to 60 cents, there is a strong feeling in coal freights. Rates on soft coal are, however, unchanged from the figures of three weeks past.

To Refund License Fees.

Among bills recently introduced in the House of Representatives is a measure by Mr. O'Neil of Missouri, No. 8,900, for the relief of captains, mates and engineers of steam vessels; by Mr. O'Neil of Massachusetts, to amend section 8,481 of the revised statutes relating to life saving appliances on shipboard. The measure relating to captain, mates, etc., provides for a refund of license fees collected before such fees were discontinued by the government. Similar bills have failed of passage in the last two or three Congresses. The bill relating to life saving appliances gives to the board of supervising inspectors power to designate the number of life boats, rafts, etc., to be carried on all vessels, sail as well as steam, and provides that all passenger boats shall have life boats with suitable boat disengaging apparatus.

In the Senate a few days ago Mr. Washburn introduced a bill to extend to Duluth the privilege of immediate transportation of unappraised merchandise.

CHICAGO LAKE INTERESTS.

WESTERN OFFICE, MARINE REVIEW,
No. 13 Western Union Building, CHICAGO, ILL., June 2.

In all the time your correspondent has been on the Chicago board of trade he never saw more excitement than on Tuesday, about noon, when the corn corner collapsed, and May corn dropped from \$1 to 50 cents in less than no time. A man could no more charter boats than he could have sold seats to the opera when the brimstone began to get hot at Sodom. Now that the wind is all out of corn it ought to begin to move in better shape, but it will take two or three days before the markets will settle down to a calm after the great storm. From indications at Cleveland it is evident that corn cannot begin to move too soon for vessel profit. Vessel men have suffered a good deal by board of trade gambling which has so demoralized the corn trade that it could not be sold to eastern consumers for over a month.

Lake transportation to the world's fair is getting decidedly mixed. One result of the muddle was that hundreds of people were taken out to the fair grounds and unloaded last Sunday, and then refused admittance, although they tendered their gate money to the police. The action of the world's fair people was what might be called, without any undue violence to the English language, an outrage, and the next day they backed down by a public announcement that people would be allowed to land at the park and enter the world's fair grounds from the lake on payment of 25 cents. This is to continue until the syndicate has steamers of its own carrying passengers to the park. The claims of the syndicate are something wonderful. Members who own a one-tenth share are bragging that they are offered \$25,000 for one-half of that, making the contract worth \$500,000. If they were wise, they would accept.

It looks as if the Lake Carriers' Association were free of Capt. P. W. Egan, who has furnished so much unpleasant notoriety for them by his mysterious disappearance. Capt. Egan's story of his disappearance was quite too gauzy for belief. If he had been really robbed and taken to Rochester, the most natural thing for him would have been to complain to the Rochester police, but he did nothing of the kind. There are some people who think that the missing man never got outside of Chicago, and that the so-called Rochester letters were written here and sent there for re-mailing.

The Norwegian steamer Wergeland will be on the lakes returning to Bergen, Norway, by the time the REVIEW reaches Chicago this week. As the guest has gone, it may not be inhospitable to say that no lake captain would have permitted his boat to be in the shape that the Wergeland was Sunday, when 10,000 or 15,000 people, mostly Norwegians of the city, inspected it. The steamer was unequivocally dirty, the decks looking as if they had not been washed off for weeks. The hold had considerable water in it, no effort having been made to clean it up for inspection, and the stench that came up from its depths as people looked down out of curiosity, was nauseating. Any lake captain who dressed up his boat with all colors flying, but neglected to even sweep out the house, would be considered a slovenly shipkeeper. The stay of the Norwegian in port was made very pleasant. O. A. Thorpe, who hired the Wergeland at so much a day for the trip, lost money on the venture, but what he lost was more than made up by the very good advertising his business as Norwegian exporter and importer secured. Mr. Thorpe seems to be a very enterprising man, and he is certainly entitled to all the credit that may come from the trip.

From all indications Chicago millionaires are at last going to become interested in yachting. There has not been such a boom for yachts since the days of the old Chicago Yacht Club as there is this spring. Men who have made their fortunes on the board of trade and in legitimate business are putting their money into yachts, both sail and steam. At the present rate Chicago will be able to have a first-class yacht club by next year, and one will probably be organized this summer for lake sport preparatory to the world's fair year.

A Milwaukee paper said the other day that lake captains who call there were incensed because the Chicago collector of customs would not let them clear direct to Lake Erie ports when they were going to Escanaba to load ore. There seems to be a wide diversity of custom in the customs service in regard to these regulations. The deputy collector at South Chicago does not follow the same rule as the barge office of Chicago though both are in the same district. The Milwaukee collector makes no pretense of enforcing the regulation. In the opinion of some people collectors have no voice in the matter at all. The captain can clear for where he wants to go, and he can stop and take on and discharge as many cargoes between the two points as he wishes. If a captain after being refused a clearance to a Lake Erie port, should sail out of port without any clearance at all it is very likely that the treasury department would over-rule any fine imposed.

Lake and Naval Measures Before Congress.

Special Correspondence to the MARINE REVIEW.

WASHINGTON, D. C., June 2.—An unusual large number of bills relative to naval matters have been introduced in the present session of Congress. Many weaknesses in our naval organization have made themselves apparent since we began building war vessels of modern type and design. It can be said also that more legislation has thus far come up in Congress touching the navigation interests of the great lakes than has characterized the proceedings of

any previous Congress. As a matter of fact, the real importance of these great lake interests is only just beginning to dawn upon the minds of national legislators, and probably nothing has brought this about so much as the world's fair at Chicago and the matter of lake defense against Canada. The eyes of the legislators have been turned in a westerly direction and naturally enough the important interests of the lakes have caught their attention.

The most important naval bill now before Congress is the one authorizing the transfer of the revenue marine service from the treasury department to the navy department, which proposition has attracted wide-spread interest on account of the earnest support given the bill by Secretary Tracy. In this fight there are a number of peculiar aspects. Secretary Tracy is opposed by Secretary Foster. Naval officers to a man stand in opposition to the head of the navy department and side with Secretary Foster. Officers of the revenue marine are fighting Secretary Foster and side with Secretary Tracy. The same reason that prompts Secretary Tracy to favor the measure induces Secretary Foster to oppose, and the reasons that command the support of the officers of the revenue marine in its favor call forth the opposition in naval circles. Naval officers say it will place officers in the revenue marine service at the very start to a position in the navy if the transfer is made, that it has taken naval officers years to attain and will further give revenue marine officers preference in promotions. For that reason naval officers oppose it and revenue marine officers favor it.

Secretary Tracy sees in the transfer an augmentation of the force of naval ships and for this and other minor reasons he favors it, while Secretary Foster sees in the transfer a lessening of his power and he opposes it for this and this and other reasons.

An Argument on the Canal Toll Question.

Special Correspondence to the MARINE REVIEW.

KINGSTON, Ont., June 2.—The discussion with regard to the proposed retaliation by the United States government in connection with the canal tolls rebate is still in progress. A prominent and new argument used is this: The development of the whaleback and other types of cheap freight boats puts another power into the hands of Canadians to be used in negotiating with the United States. It is becoming evident that the grain crop of the future reaped from the great prairies of the west and northwest, both Canadian and American, must be marketed in modern freight carriers, which can, with the completion of the canals, be loaded at Chicago, Duluth and Port Arthur and taken without reshipment to the wharves of Liverpool and London. This will, when the canals are finished, be made the cheapest method of handling the western wheat yield, and railroads which must drop their cargoes at the Atlantic border will be out of the competition. Now, this trade will have but one effective route to the ocean and that is via the great lakes and the St. Lawrence river. We can duplicate the American canals and have an all Canadian route from Port Arthur to the ocean, but the Americans cannot duplicate the river below the point at which the international boundary takes to the south shore. Canada has this highway of commerce entirely in her own hands.

During the past two weeks there has been a rush for coal carrying vessels, dealers being desirous of getting their supplies in before June 1. The rate went up 10 cents per ton. By the way, it looks as if Ontario will soon cease importing coal from the states. There are millions of acres of peat, which through a certain process can be converted into fuel, a ton of which will go as far as a ton of hard coal, and it is claimed that it can be marketed for \$3.50 per ton. The supply in this province is simply inexhaustible. The local government has the matter in hand and every effort will be made to have the peat take the place of coal. The inventor of the purifying process is J. Dickson, and he values the invention at \$250,000.

The Donnelly Wrecking Company examined the sunken steamer *Rothsay* and found that all her chains, brasses, etc., had been stolen. The raising of her was therefore postponed indefinitely.

So far this year the grain receipts are much in excess of last year and not once has the rush ceased. Frequently six to eight vessels arrived in a day, demonstrating the fact that if Kingston wishes to retain the transshipping business an elevator will have to be erected without delay.

Chicago's Drainage Canal.

EDITOR MARINE REVIEW:—I desire to call the attention of vessel men, through your paper, to the proposed drainage canal at Chicago. This canal is to extend from some point on the Chicago river to a point on the Illinois river about 16 miles distant. It will be 160 feet wide and 16 feet deep, and the flow is to be 600,000 cubic feet per minute. The object of this canal is to turn the current of the Chicago river so that it will not flow into Lake Michigan, but away from it, thereby carrying the sewage inland. The canal is for sanitary purposes only. Can we afford to have two outlets to the lakes? This proposed canal is quite a large river without locks or gates to stop its flow. What effect will it have upon the lakes, draining 600,000 cubic feet away from them every minute? I think the ship owners, as well as the general government, should look into this matter.

HIGH WATER.

DETROIT, May 26, 1891.

Send 75 cents to the MARINE REVIEW REVIEW for a binder that will hold 52 numbers.

Iron Mining.

VALUE OF LEADING STOCKS.

Quoted by Chas. H. Potter & Co., No. 104 Superior St. Cleveland, O.

Stocks.	Par Value.	Bid.	Asked.
Cleveland-Cliffs Iron Company.....	\$100 00	\$.....	\$ 75 00
Champion Iron Company.....	25 00	.....	60 00
Chandler Iron Company.....	25 00	43 00	45 00
Jackson Iron Company.....	25 00	.....	100 00
Lake Superior Iron Company.....	25 00	44 00	47 00
Minnesota Iron Company.....	100 00	.....	75 00
Pittsburgh & Lake Angeline Iron Co.....	25 00	.....	150 00
Republic Iron Company.....	25 00	.....	20 00
Ashland	25 00	.....	.....
Section Thirty-three.....	25 00	.....	7 50
Brotherton.....	25 00	.....	2 50
Iron Belt.....	25 00	2 15	2 25

About the only announcement of importance among iron ore producers is the reinstatement of Ferdinand Schlesinger in full control of the big Chapin property, referred to at some length elsewhere in this issue. Some stocks are again quoted lower, and notwithstanding the easy condition of the money market trading is very light. Transactions in Cleveland during the week have been confined to a few sales of the stock of the Lake Superior company, and there are no reports of activity elsewhere. Little more than an occasional circular from stock brokers is heard of trading in the Mesaba prospects. One circular received in Cleveland a few days ago from a Chicago house quotes nominal prices on stocks of Mesaba companies aggregating in capital \$77,500,000.

Shipments of iron ore from Two Harbors up to Wednesday, May 25, aggregated 100,049 gross tons of which 55,819 tons was of the Chandler and 44,230 tons of the Minnesota grades. On the same date shipments from Ashland aggregated 207,008 tons, divided as follows: Brotherton 8,113 tons, Carey 4,393, East Norrie 21,367, Newport 8,852, Norie 53,605, Pabst 11,921, Sunday Lake 11,338, Ashland 14,411, Aurora 39,386, Colby No. 2 6,751, Tilden 19,431, Montreal, North vein, 1,281, Palms 6,153

About 100 men have been laid off for an indefinite period by the Jackson Mining Company. The dull condition of the iron market is given as the cause. Some of the men, feeling confident of employment all their lives at this mine, the oldest in the Lake Superior district, had bought homes near the property of the company, but they will now be compelled to seek work elsewhere. Most of the miners discharged are, however, unmarried men.

It is reported that the Commonwealth company has a contract to deliver 169,000 tons of ore this season, and work at the Badger mine is accordingly being pushed very rapidly. Another open pit, 200 feet long and 100 feet wide, is being opened. With the removal of 4 to 8 feet of surface dirt a body of hard blue ore 80 feet in width and of indefinite length and depth is exposed. The company is making preparations to mine underneath this ore.

A late announcement in connection with the Mesaba comes from the workings of J. M. Longyear, a mile east of the village of Merritt, where a diamond drill struck ore 450 feet from the surface. The fact that the ore body was struck at such a depth in this location is considered of importance as showing that the formation is not flat, but pitches at 12 to 20 degrees, against 60 degrees and upward on the Gogebic.

Rumors of a consolidation of the Hamilton and Ludington mines, Menominee range properties adjoining each other, which were flooded some time ago, have been going the rounds of the papers in the mining regions. Nothing of the kind has taken place, but it is probable the Hamilton company would buy the Ludington if there is to be a sale of any kind.

Buffalo's "Wild Cat" Elevators.

Vessel owners who complain about delay to their boats in unloading at elevators that make direct transfers into canal boats at Buffalo would seem to be justified in protesting against such loss of time.

The elevators outside the Western Elevating Association are

transferring grain from vessel to canal boats at $\frac{3}{8}$ cent a bushel which is $\frac{1}{2}$ cent less than the price charged by the association. At present there are but two outside elevators, the Cyclone and Heffords. The Cyclone when it is not delayed waiting for boat will transfer at the average rate of about 4000 bushels per hour. Heffords is slower, how much slower we cannot say. On account of the difference in price of transferring, all grain arriving at Buffalo for transshipment by canal is ordered to one or the other of these "wild cat" elevators, mostly to the Cyclone. If there is no delay waiting for elevators or canal boats, the unloading at best is slow, but if the vessel has to wait for her turn at the elevator and then wait for boats, the delay is annoying and expensive. There seems to be but one way of avoiding these elevators and that is to have it written in the bill of lading that the cargo must be unloaded at a storage elevator.

Classification and Values of New Boats.

Four large carriers, three wooden and one steel, and three small ones are included in the June supplement of the Inland Lloyds Register. The lengthened Spokane appears also with her net tonnage increased from 1,465 to 1,975. The Choctaw is of the new monitor class and the J. J. Hill is intended for coast service, although she will probably remain on the lakes this season. A1 is the standard grade and the * is added to indicate that hulls are metal banded or strapped. The new boats with tonnage, value, etc., are as follows:

Name of vessel.	Class.	Net tonnage.	Value.	Owner and port of hail.
C. F. Bielman.....	A1*	1,706	\$130,000	Stewart and others, Detroit
Choctaw	A1	1,256	150,000	Lake Superior Iron Co., Cleveland.
J. J. Hill.....	A1*	786	80,000	Morley, Marine City, Mich.
Iroquois.....	A1*	1,470	110,000	Curtis & Brainard, Toledo.
Columbia.....	A1	.....	30,000	Murphy, Buffalo.
H. J. Kendall.....	A1*	264	30,000	J. E. Mills, Cleveland.
Oval Agitator.....	A1	94	14,000	Booth Pack. Co., Chicago.
Total.....		5,576	\$544,000	

Death of a Chicago Line Agent.

No nobler man ever lived in Chicago than Daniel B. Linsted, agent of the Ogdensburg Transit Company, whose remains were followed to the grave Sunday by a host of friends. Mr.



LATE D. B. LINSTED.

Linsted had a high order of good horse sense. He was honest and told the truth, and was ever ready to do good rather than evil. For years he had been in bad health, and all felt that his end was at hand, but his friends were none the less shocked when they learned of his death last Saturday. The Lake Line Agents' Association passed appropriate resolutions, and attended the funeral in a body, as did a large number of other marine men.

D. B. Linsted was born in Mt. Vernon, O., in 1846, served through the rebellion, practiced medicine, and in 1868 went to the Lake Superior region, where he became interested in transportation. From there he went to Cleveland with the old Northern Transportation Company, being transferred to Chicago as agent in 1869. In 1870 he became general agent of the Central Vermont Line. He was a prominent Mason. The appointment of Mr. Linsted's successor has not yet been made.

The Important Light-House Measure.

With the river and harbor bill about disposed of, there is now before Congress but one measure of a general nature in which lake vessel owners are specially interested. It is the bill providing for aids to navigation in different parts of the lakes. This bill, which has already passed the Senate, was a few days ago reported to the House in revised form, and in its present shape carries \$476,600 for lights, light-ships, fog-signals, etc. Appropriations of this kind are usually provided for in the civil sundry appropriation bill, but as that bill has already been passed upon by the House, the appropriations must be secured through Senate amendments or in conference on the civil sundry bill. Representatives of the lake districts, especially Congressman Taylor and Senator Brice, are working hard to secure the appropriations, but the fact that the bill itself has not as yet passed the House is, of course, against them. At a meeting in Cleveland Wednesday Secretary Keep was instructed to go to Washington at once and urge upon Congress the necessity of this legislation. Following are the appropriations for the lakes proposed by the bill as finally revised in committee:

LAKE ONTARIO.

Galloo island, fog signal.....	\$ 5,700
Carlton's island, light-house.....	8,600
Bay State shoal, floating lights.....	800

LAKE ERIE.

Boffalo breakwater, fog signal.....	4,300
Erie harbor, fog signal.....	4,300
Fairport harbor, fog signal.....	4,300
Lorain harbor, fog signal.....	4,300
South Bass island, a light.....	8,600
Port Clinton, re-establishing light.....	1,500
Maumee river, moving range lights.....	8,000

DETROIT RIVER.

Bar Point, light-ship in American waters.....	25,000
Limekiln crossing, floating lights.....	1,000
Ballards reef, light-house and fog signal.....	35,000
Grosse isle, range light.....	2,500
Mansajuda island, range light.....	1,500
Grassy island, range lights above.....	2,500

LAKE HURON.

Poe's reef, Straits of Mackinaw, light ship.....	25,000
Forty Mile point, light and fog signal.....	25,000

ST. MARY'S RIVER.

For moving St. Mary's ranges.....	2,000
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LAKE SUPERIOR.

Grand Marais, light and bell.....	15,000
Big Sable point, steam fog signal.....	5,000
Big Point bay, light and fog signal.....	25,000
Mendota, Beta Grise bay, light and bell.....	7,500
Eagle harbor, fog signal.....	5,500
Sand Hills, a light.....	20,000
Portage lake ship canal, fog signal.....	5,500
Fourteen Mile point, light and fog signal.....	20,000
Moving main Chequamegon light and establishing fog signal.....	7,500
Chequamegon, harbor light station.....	2,500
Devil island, to complete light station.....	22,000
Bayfield, pier light and bell.....	5,000
Superior bay, lights.....	1,200
Hat point, light and fog signal.....	15,000

LAKE MICHIGAN.

Round island, Straits of Mackinaw, light and fog signal.....	15,000
Seul Chroix point, fog signal.....	5,500
South Fox island, fog signal.....	5,500
North Manitou islands, north end, light and fog signal.....	20,000
Frankfort harbor, bell.....	1,000
Ludington, fog signal.....	5,500
St. Joseph, fog signal.....	5,500
Manitowoc, fog signal.....	5,500
Sturgeon bay canal, a light.....	20,000
Porte des Mortes, range lights and fog signal.....	21,000
Saint Martin's island, a light.....	15,000
Little Gull island, light and fog signal.....	20,000
Squaw point, Little Bay de Noquette, light.....	5,000
Peshigo shoal, light-house and fog signal.....	10,000
Sheboygan, fog signal.....	5,500

Total.....\$476,600

The bill provides that enough of the \$60,000 heretofore appropriated for Eleven Foot shoal light-house be applied to the construction or purchase of one or more light-ships for service on the lakes.

The report of the commerce committee of the House on the bill, submitted by Mr. Brickner of Wisconsin, says:

"You have appropriated largely and, doubtless, wisely to the improvement

of rivers and harbors and to the consequent facilitation of commerce. It would be a curious concomitant of this state of facts if, while you are deepening the channels of your water ways and rendering not only possible but probable a vast increase in the tonnage and number of the vehicles of interstate and foreign transportation, you should refuse to life and property thus encouraged to venture the requisite means of safe conveyance or remit them to the dangerous and unreliable protection in not a few cases of lights and signals established by private enterprise and kept up at private expense. We have no right to make the people take a leap in the dark, run the chances of the tortuous channel, and brave the hazards of the aggressive shoal with their eyes closed. We must not lead them into the wilderness of the waters and leave them without a pathway marked either backward or forward. We should not deepen the depths without making provision against falling into them. But whether you spend for rivers and harbors or not, it is absolutely necessary to light the ways of commerce by other means than those which nature provides, in the great interest of the salvation of life and property. On behalf of such measure of justice as is just now attainable to the toilers of the sea, this bill should pass Congress and greater sums must be spent hereafter."

Discussing the Detroit Accident.

Special Correspondence to the MARINE REVIEW.

DETROIT, Mich., June 2.—The lamentable tragedy which occurred on the river here last Saturday night, whereby one of our foremost business men, John Hurley, with a worthy man named Robinson, a marine engineer, were drowned, continues to be a leading subject of conversation, particularly with men connected with the vessel interests. The universal regret at the loss of such a citizen as John Hurley is all the more intense because of the entirely unnessessary loss. It is now generally known that Hurley very frequently made a practice of taking one of his tugs and going alongside of the Majestic (owned by his firm) to communicate with the captain, a practice dangerous at all times, but how much more so on a dark and stormy night such as that was. Not an hour before he started on the ill-fated errand, he was appealed to by an intimate friend to stay ashore, but he could not see the danger which had passed him by many times before. As to who is responsible for the terrible affair, there seems to but little difference of opinion, but pending an official investigation it would be out of place to dwell upon the painful subject.

At this writing the general fright outlook at this point is no worse, and not much better, than at other centers of lake commerce. Grain receipts here continue aggravatingly small, due chiefly on account of the bad condition of country roads. The wheat goes forward, nearly all to Buffalo, as fast as a cargo can be made up. The call for vessels to carry lumber, stone, coal, ties etc, continues good, and vessels in that class of trade have so far no cause of complaint.

In General.

B. D. Babcock, for a number of years superintendent of the Cleveland & Pittsburgh Railway ore docks at Cleveland has resigned. He will go into the coal business.

Capt. Mahan, engineer secretary of the light-house board, was in Chicago recently looking after matters pertaining to the location of a tower which the board proposes to erect on the world's fair grounds.

On a draft of 13 feet 7 inches the new steel steamer Samuel Mitchell, built by the Globe Iron Works Company of Cleveland for Samuel Mitchell and others, brought down 2,056 gross tons of ore from Lake Superior. She made 13 miles an hour, loaded, without crowding on Lake Huron. There are a number of people well posted on lake vessels who think this steamer will prove an advertisement for the Globe company.

Judge Blodgett of Chicago, well known to lake vessel owners, is about to leave the United States District Court bench to serve as counsel in the Behring sea arbitration. He attained the age of seventy a year or two ago, and is therefore entitled to retire on a full salary. His withdrawal will be greatly regretted in lake shipping circles. His mental faculties are undimmed, and he has long been admired for his ability.

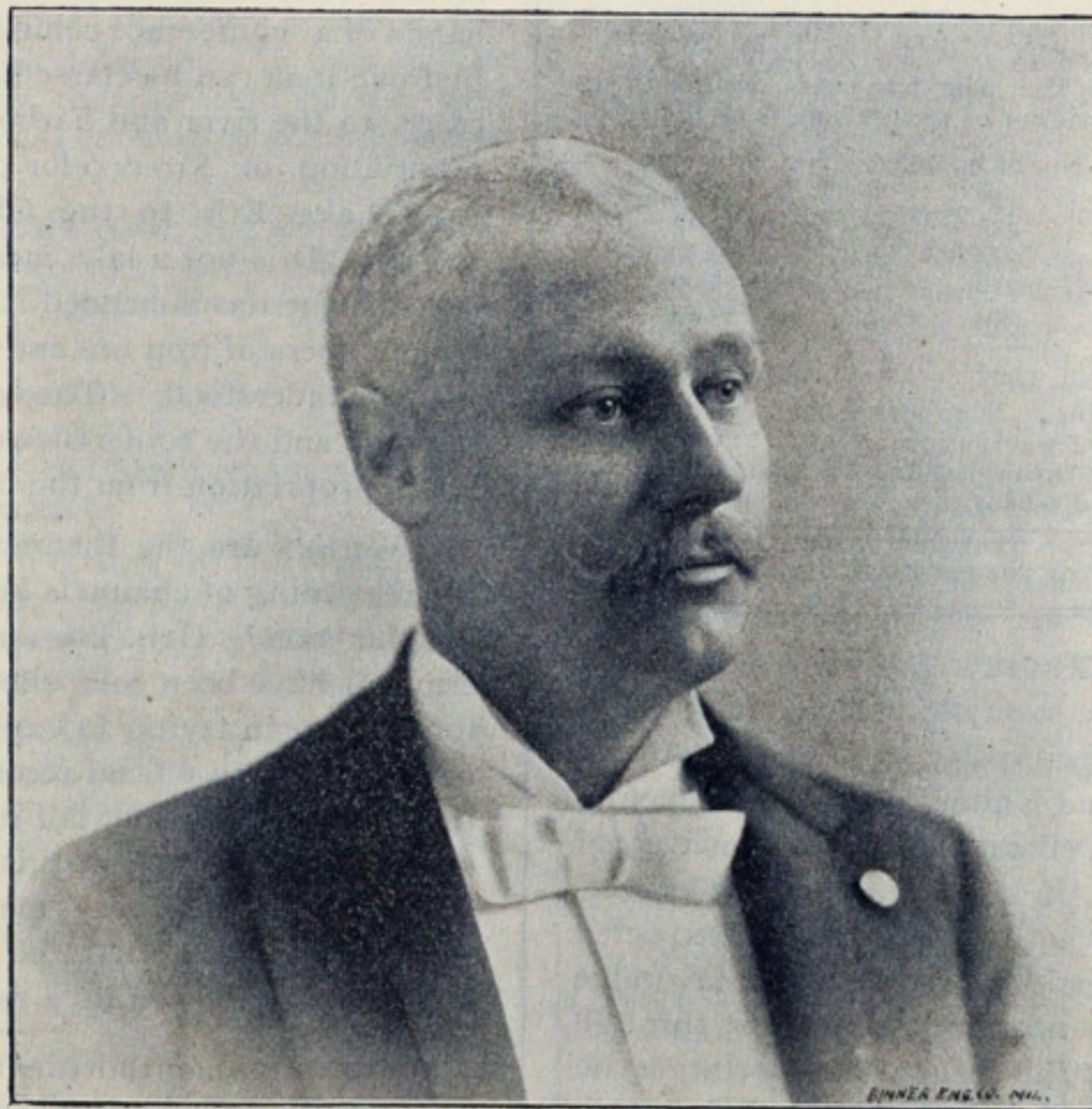
Fairplay of London quotes the following as a portion of a letter from Joseph R. Oldham, Cleveland agent of Lloyds to the secretary of that institution: "I think I informed you that the Inland Lloyd's will not pay general average expenses for vessels grounding in known shallow places, unless it is clearly shown that the vessel was loaded to a draught of water less than that known to exist where she grounded. This rule, I think, will only apply to fair weather and clear water strandings. I presume Lloyd's policies will also be interpreted in the same way; for if lake shipowners ask for lake custom as to constructive total loss they should abide by lake custom otherwise." It is probable that the Inland Lloyd's custom will govern the foreign business in this as in other matters.

Schooner John C. Fitzpatrick.

With an announcement of the launch of the John C. Fitzpatrick, consort for the steamer George T. Hope, we are pleased to present the accompanying portrait of her managing owner, who is among the young men prominent in lake shipping business. The boat, built by F. W. Weeeler & Co. of West Bay City, was launched on Tuesday and will be ready to begin service in the ore and coal trade with the opening of next week. She is 242 feet keel, 256 feet over all, 39.6 feet beam and 18 feet molded depth, with a capacity of 1,800 gross tons on 14 feet, or the present Lake Superior draft. She is strapped, arched and chorded and is additionally strengthened by steel keelson plates, having this latter advantage over the Olive Jeanette, of which she is otherwise a duplicate. With steam capstan, windlass and pump and costly cabin arrangements, this consort will rank among the best vessels of her kind on the lakes.

John C. Fitzpatrick is a member of the firm of Mitchell & Co., vessel and insurance agents and owners, of Cleveland. He is a son of Thomas Fitzpatrick, one of the veterans among ves-

its completion uncertain, the promoters of the Ontario ship-railway are still pushing their big scheme. At a meeting held in Toronto last week it was claimed that the money for the railway, estimated to cost \$15,500,000, is forthcoming and all that is asked of the Toronto people is their good will. As explained by the advocates of the project, the intention is to build a straight line of railway between a point in Georgian bay and Toronto on the same plan as the proposed Eads ship-railway across the isthmus of Tehuantepec. A steamer loaded with grain from Chicago or Duluth instead of passing down Lake Huron, the rivers, Lake Erie and through the Welland canal, will go straight to the southern end of Georgian bay, be floated onto a cradle, which will then be raised by hydraulic pressure and placed on a broad railway track. A number of locomotives will draw it to Lake Ontario at Toronto, where the cradle will be lowered into a basin and the steamer floated off to pursue her way through Canadian waters to Montreal or to the ocean. The saving in distance is placed at about 300 miles and in time about twenty-four hours.



JOHN C. FITZPATRICK.

sel owners of today, and has himself been connected with lake business from boyhood. He was born in Buffalo. His first position was that of freight clerk under E. A. Buck, then in charge of a warehouse here and now editor and owner of Wilkes' Spirit of the Times. At nineteen he was clerk of a steamboat and remained in that capacity aboard different passenger vessels in the Lake Superior trade until he was twenty-nine. Shortly after coming ashore he became connected with the office of the local steamboat inspectors in Cleveland. He held minority interests in a number of boats after quitting the steamboat passenger business, and was controlling owner in the steamers Schoolcraft and Kershaw and schooner Tremble after leaving the office of the local steamboat inspectors. The steamer Hope and the new consort are now incorporated under the name of the Mentor Transportation Company.

Ontario Ship-Railway.

Although the Chignecto ship-railway, intended to transport vessels across the narrow isthmus connecting Nova Scotia with New Brunswick, has fallen into financial difficulties that render

As Toronto was simply asked for an indorsement of the work, that much was freely given and there was added a resolution urging the Dominion government to deepen the Canadian canals to 20 feet, so that the big lake steamers could get out of Lake Ontario after the ship-railway had dumped them into it.

The Briton-Progress Collision.

It is not probable that the accident through which the steamer Progress was sunk near Mamajuda island, Detroit river, Wednesday night by the steamer Briton will cause extended litigation. The Progress is controlled by Ferdinand Schlesinger, who only a few days ago regained a controlling interest in the Chapin Mining Company. The mining company and the Menominee Transit Company, owning the Briton, are about one and the same concern. It is also probable that insurance on both boats is placed in the same companies.

One accident resulting in a total loss is reported during the week. Through a collision between the passenger steamers Pilgrim and Kalamazoo on Lake Michigan the latter was sunk in deep water. Passengers had a narrow escape.

MARINE REVIEW.

DEVOTED TO THE LAKE MARINE AND KINDRED INTERESTS.

JOHN M. MULROONEY, ... } PROPRIETORS.
F. M. BARTON, ... }
HOMER J. CARR, ... Associate Editor and Manager Chicago Office,
Western Union Building, 110 LaSalle Street.

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The books of the United States treasury department contain the names of 3,600 vessels, measuring 1,154,870.38 tons in the lake trade. In classification of this fleet the lakes have more steamboats of 1,000 to 2,500 tons than the combined ownership of this class of vessels in all other sections of the country. The number of vessels of 1,000 to 2,500 tons on the lakes on June 30, 1891, was 310 and their aggregate gross tonnage 512,787.58; in all other parts of the country the number of this class of vessels was, on the same date, 213 and their gross tonnage 319,750.84. The classification of the entire lake fleet is as follows:

Class.	Number.	Tonnage.
Steam vessels	1,592	756,751.53
Sailing vessels.....	1,243	325,131.06
Canal boats.....	703	72,515.42
Barges.....	62	20,472.37
Total.....	3,600	1,154,870.38

Tonnage built on the lakes during the past five years, according to the report of the United States commissioner of navigation, is as follows:

	No. of boats.	Net Tonnage.
1887.....	152	56,488.32
1888.....	222	101,102.87
1889.....	225	107,080.30
1890.....	218	108,515.00
1891.....	204	111,856.45
Total.....	1,021	485,042.94

St. Mary's Falls and Suez canal traffic: Number of boats through St. Mary's Falls canal in 1890, 234 days of navigation, 10,557; tonnage, net registered, 8,454,435. Number of boats through Suez canal during 1890, full year, 3,389; tonnage, net registered, 6,890,014.

Entered at Cleveland Post Office as Second-class Mail Matter.

FULLY three months ago the REVIEW printed a letter from Acting Secretary Wharton of the state department, in which it was said that, as a result of the reciprocity conference between representatives of the Canadian and United States governments, a settlement of the question of Welland and St. Lawrence canal tolls, as well as that of reciprocity in wrecking might be expected shortly. The letter indicated that the department expected a settlement of the question of canal tolls in a manner favorable to the American interests now discriminated against through the system of rebates that reduces the cost of transportation on grain bound through the canals for Montreal as against grain bound for American ports. Such a settlement has not been reached, however, and although it was announced later that President Harrison was considering the advisability of recommending to Congress retaliatory measures at the St. Mary's Falls canal, nothing is now said of that phase of the discussion. It would seem that the legislative committee of the new Lake Carriers' Association would be justified in again pressing this subject at Washington. No one will question the right of the United States government to adopt regulations at the St. Mary's falls canal similar to those now in vogue on the Welland. If there is any violation of treaty stipulations in such action it would apply first to Canada's present canal regulations. Arrange at the Sault canal a system of tolls and rebates on freights (not on vessels) that will discriminate against grain and other commodities bound through the canal to and from Canadian ports, just as the present Canadian canal tolls discriminate against freight bound to and from American ports. The claim that Canada will soon have a canal of her own at Sault Ste. is of little account. Even the Canadian authorities do not claim that more than a small corner of the St. Clair Flats canal is in Dominion waters. In all the controversy over this canal toll question only one point made by the Canadian newspapers that have been discussing it is worthy of consideration. It has

been said that Canadian vessels are not allowed to take cargo free through the Erie canal. This claim is, however, of little account, as it is a subterfuge, Canada having no use for the Erie canal.

SENATOR McMILLAN of Michigan has informed the managers of the Detroit wrecking companies, who are greatly interested in the matter of reciprocal wrecking privileges to go into effect shortly between Canada and the United States, that he is informed by the state department that a letter has been addressed to the British minister in Canada asking for official information regarding the bill recently passed by the Canadian Parliament. It is to be hoped that the state department will exercise due haste in this matter, although it is a comfort to feel that the usual red tape attending correspondence of this kind is all that now delays a proclamation from President Harrison accepting on the part of the American Congress the reciprocal privileges granted by the Canadian Parliament.

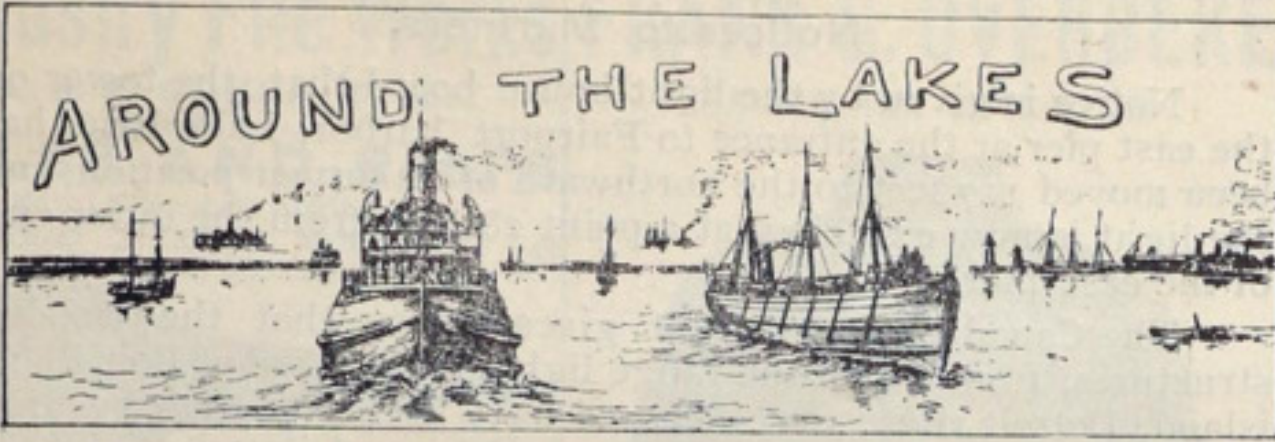
IN all the appropriations for lake improvements contained in the river and harbor bill now awaiting consideration at the hands of a conference committee from both houses of Congress, just one item can be classed among the "steals" so often charged up to the river and harbor measures as a whole. The appropriation of \$10,000 for preliminary surveys for a ship-canal from Lake Erie to the Ohio river is a useless expenditure of money. It is not a lake measure, as no one connected with the lake marine recommended it. The position of lake vessel owners and shippers of iron ore and coal with reference to this scheme is fully understood. The canal would have no business if constructed and the conference committee will do well by striking the appropriation from the bill.

WHERE are the theorists who have been clamoring about the deepening of channels being the cause of low water throughout the lakes? Gen. Poe and other engineer officers of the government have been compelled to give up a great deal of their time of late in trying to explain to these sensationalists the connection between official records of rainfall in the lake basin and the periodical rise and fall in the lake level. The usual increase in the depth of water at this season is reported from all parts of the lakes. It is a very marked increase, and there is every reason to expect that the period of low water just passed is about to be followed by a reverse condition of affairs.

MUNICIPAL authorities at Duluth may continue their wholesale practice of granting charters for bridges in the harbor if there is any pleasure in it for them, but the shipping interests will keep a close watch on anything that encroaches upon the authority of the war department in such matters. These bridge charters are of no use in the face of the determined policy of the general government to protect the water transportation interests. A vigorous policy will prevent the erection of new obstructions, but the greatest difficulty may be found in removing two or three bridges at the head of the lakes that are already a great hindrance to navigation.

THE trip of the steamer Wergeland, which arrived at Chicago last week with herring from Norway, was novel but unprofitable. It was unprofitable because the Canadian canals through the St. Lawrence would not admit of a passage without breaking cargo. No estimate can be made, however, of the wide proportions to which a business of this kind will be built up when Canada's canals below Lake Ontario are increased to even the present Welland canal dimensions.

It is announced that William W. Bates, ex-commissioner of navigation will soon have his work on the shipping question ready for the printer. The book may contain some homely statements calculated to again prompt the remark that "its just like Bates," but we will venture the prediction that it will nevertheless be a very interesting work.



Lou Cook of Detroit has bought the steamer J. H. Pauley. The consideration is said to be \$12,000.

The death of H. G. Morey, formerly a lake captain and resident of Buffalo, is announced from that city.

A report from West Bay City says that F. W. Wheeler has sold a large tract of land north of the ship yard for \$20,000.

Capt. John Doherty, who will take command of the new Anchor line steamer Schuylkill, is in Cleveland preparing for the launch and fit-out of the boat.

The "Providence" capstans made by the American Ship Windlass Company of Providence, R. I., are finding a ready sale in England and on the Clyde in competition with English capstans.

Buffalo vessel owners seem to be determined in their efforts to establish a shipping office under the direction of the new Lake Carriers' Association. The local committee at Buffalo was well selected.

Masters will be pleased to learn that the work of gathering material for a complete and correct chart of St. Mary's river has been commenced by United States Engineer Wheeler. He will make a complete survey.

Capt. Rhynas' hosts of friends will be glad to hear that he is now rapidly recovering from his long and nearly fatal illness. He will probably be able to take his old berth on the steamer J. V. Moran next trip.—Detroit Free Press.

Capt. John Hickler, who was in charge of the work of excavation for the big dry dock at Port Huron, talks of building a small dock at Sault Ste. Marie. Idleness during winter months would be against a big dock at the Sault.

Capt. Peterson dropped dead aboard the schooner Bruce in tow of the Hiawatha about 40 miles from Detour, the cause being heart disease. He was in the schooner Foster several seasons. His home was at Vermillion where he left a wife and two children.

The New York, Ontario & Western Railroad is preparing to build an elevator at Oswego to hold from 350,000 to 500,000 bushels. It will take the place of those recently burned, and shows a disposition of that road to revive the grain trade of Oswego.

Through the enterprise of Duluth citizens in keeping a representative at Washington an appropriation of \$3,000 was secured in the civil sundry appropriation bill for lighting the channels in St. Louis and Superior bays. Chances for appropriations for other lights around the lakes are as yet doubtful.

One of the Superior papers quotes Capt. Angus McDougall as saying that the barge company will begin work immediately on the passenger boat for the world's fair service. The boat will be 350 feet long instead of 500 feet. The officers of the barge company who have taken part with the Henry syndicate of Chicago in this passenger business are evidently in it for the purpose mainly of advertising the barges.

If the boiler of Fulton's Clermont had exploded on the trial trip, and steam navigation had been called a failure it would have been about as reasonable as the unfavorable comment on the Baker sub-marine boat, because the electrical storage batteries exploded at Detroit last week while the boat was being inspected by a naval expert. The batteries will be replaced and new pumping machinery will be put in, so that within a few weeks something more may be heard from this sub-marine navigator.

It is not probable that lake organizations will have to fight any more Detroit river bridge schemes. A proposition has been introduced in the house of representatives, authorizing the Detroit Railroad and Tunnel Company to construct a tunnel under that channel which is so important to lake navigation. The bill

proposes that the top of the tunnel must be at least 30 feet below low water mark. One of the officers of the Michigan Central at Detroit is reported as saying in referring to this bill that since the success of the Port Huron tunnel was proven there was less prospect than ever that the Detroit river would be bridged. That company has backed all bridge schemes heretofore.

The collision between the city of Mackinac and tug Washburn in the Detroit river Saturday night, through which John Hurley, vessel owner and business man of Detroit, and Engineer John Robinson of the same place lost their lives was a very sad affair. Had the steamer City of Mackinac been equipped with a search light it is thought the lives of the two men might have been saved. Mr. Hurley was aboard the tug Washburn, which had just delivered a tow line to his steamer Majestic, and Engineer Robinson had boarded the tug after making a trip on the Majestic in place of his brother. The Majestic was bound up and the captain of the Mackinac also bound up, claims the lights of the tug were not visible until she left the steamer's side and was across his bows, when she was cut to the boilers.

An item going the rounds of the daily papers reports the 1891 gross earnings of the Northern Steamship Company, Hill line operating between Buffalo and Superior, at \$600,000. The Northern Queen, according to the report, was the banner boat of the fleet of six steamers. Her gross earnings were \$108,000. The Northern Wave comes next with gross earnings of \$106,000. The balance of the fleet averaged a little over \$95,000 each. The distance from Superior to Buffalo, taking the course usually adopted by these vessels, is 1,100 miles. The average time occupied for a single trip is 77 hours, although a record of 73 hours has been made by some of them. The average time between Buffalo and Detroit is 20 hours; Detroit and Fort Gratiot, 5 hours; Fort Gratiot to Detour, 17 hours; Detour to Sault canal, 5 hours; Sault canal to West Superior, 30 hours; total 77 hours.

Affairs in Admiralty.

In his decision in the case of Leathem & Smith of Sturgeon Bay against Pauly's steamer Roanoke, rendered at Milwaukee, Judge Jenkins condemned the practice of rebating to owners in salvage cases after the claims have been presented to the insurance companies. The case in which the decision was rendered grew out of a dispute between the owner of the Roanoke and Leathem & Smith as to the basis upon which the salvage claim was to be figured, and incidentally the practice of defrauding the insurance companies came to the notice of the court.

The Roanoke was sunk Aug. 8, 1891, and the pumps which were used on the Roanoke were furnished by Leathem & Smith on a contract which, it is alleged, gave them \$45 per day for the use of the large pump and \$35 for the smaller one. They put in a bill for \$2,627.92, which the master certified, but the owner refused to pay it on the ground that Leathem had promised a discount of 40 per cent. On the trial the owner of the Roanoke testified that during the raising of the boat he had made a secret agreement with Leathem to charge the cargo in general average with the prices stated, while he paid only 60 per cent. of the amount. He stated that when Leathem proposed the reduction he had remarked that it was an "insurance job" and "we have got to get these bills up as high as we can." He had estimated that the cargo would pay 9 2/3 per cent. of the cost. In defense of the action it was stated that the reduction was offered to encourage the owner, who had become discouraged at the repeated failures to get the boat in dry dock, but the court took a different view of the matter. After reviewing the circumstances attending the offer the court said: "Such an offer is susceptible of but one interpretation. It was a bold suggestion to defraud the underwriters."

According to a decision in the common pleas court at Cleveland on Saturday last, John Corrigan will not have to pay the county treasurer the sum of \$1,385.83, claimed as taxes on the schooners David Dows and George W. Adams. Mr. Corrigan commenced proceedings against the county treasurer, and secured an injunction restraining him from collecting the taxes on the schooners. They were placed on the tax duplicates at \$44,250, but Mr. Corrigan claimed that he purchased the Adams and a seven-eighth interest in the Dows of the Ohio Central Barge and Coal Company of Toledo, and immediately conveyed them back to that company, taking a chattel mortgage for \$90,000. He set up a claim that his interest was only equitable and that he could be taxed only for that interest. The decision of the common pleas court made the injunction perpetual.

Work of the Ship Yards.

Cadillac is the name of the steel steamer launched by the Chicago Ship Building Company last week for the Cleveland-Cliffs Iron Company. Her dimensions are 230 feet from forward side of stem to the stern post, 37 feet beam and 19 feet deep. Her engines were furnished by the Cleveland Ship Building Company, and the cylinders are 15, 25 and 42 inches by 30 inches stroke. She is for the ore trade and is expected to carry 1,600 tons. Capt. Brown will command her. She is being fitted out by Chief Engineer Kelley.

Davidson's addition to the new fleet at West Bay City this year will consist of his big three steamers, two schooners and a tug. It is expected that the steamers will be launched and completed so that they will leave Saginaw river about the same time. Two are ready for launching, but are being held for machinery, and the third is being rapidly planked and decked.

The light-house tender Columbine was launched from the yard of the Globe Iron Works Company, Saturday. She is a duplicate of the Lilac and was illustrated in the REVIEW Feb. 25. She is for United States service on the coast of Oregon. Miss Hanna christened the craft.

E. A. Shores, Jr., is the name of a staunch, well-built lumber craft launched from the Sheboygan yard of Rieboldt, Wolter & Co. last week. She is for the Lake Superior lumber trade, is 166 feet keel, 185 feet over all, 34½ feet beam and 12 feet deep and will carry 800,000 feet. She contains several new features, the outcome of which will be watched with interest.

The tug Yula which Wheeler & Co. built for towing mahogany in Central America must have been very successful, for the builders have closed another contract with the Nicaragua Canal Company for a tug 106 feet long, 23 feet beam and 10 feet deep. She will be used in canal construction.

Trade Notes.

Some masters may not know that the tug Duncan City, Cheboygan, Mich., in charge of Capt. Bonchard, is always ready to go to vessels in distress.

If there is one field not fully occupied in the lake business it is the Lake Erie-Lake Superior passenger trade. The steamer Nyack has taken up this trade for several seasons and this summer she has been especially equipped for it. The first class cabin fare Cleveland to Duluth is \$26, meals and stateroom berth included. C. H. Tucker, No. 57 River street, Cleveland, is agent.

The J. H. McLain Company, Canton, O., manufacturers of brass and iron goods for engine builders and steam fitters, have established an office at No. 10 South Water street, Cleveland, in charge of C. E. McComb. The following specialties are handled at the new office: Canton Steam Pump Company's pumps; Akron Heating and Ventilating Company's hot blast apparatus, and the Globe Injector Company's injectors and ejectors. Lake engine builders will find it to their interest to ask for figures when in want of any of these goods.

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Notices to Mariners.

Notice is given by the light-house board that the tower on the east pier at the entrance to Fairport harbor, Lake Erie, has been moved 117 feet to the northward of its former position, and the light is now exhibited at a point 28 feet from the outer end of the east pier.

The Canadian government gives notice that the wooden structures, from which the range lights at the head of Bois Blanc island, Detroit river, were exposed have been replaced by iron skeleton towers, triangular in plan, with oval slatted targets or beacons at their tops. Both towers are on the sites of the old buildings. The front range is 70 feet high, and the light will be fixed white as heretofore, elevated 70 feet above the level of the river. The back range is 90 feet high, and the light will be as heretofore, fixed red, elevated 90 feet above the level of the river.

UNITED STATES ENGINEER OFFICE, 34 West Congress street, Detroit, Mich., June 2, 1892. Sealed proposals in triplicate, for furnishing all plant materials and labor, and excavating in St. Mary's Falls Canal, Michigan, will be received at this office until 2 o'clock, p. m., July 2, 1892, and then publicly opened. Preference will be given to plant and materials of domestic production or manufacture, conditions of quality and price (import duties included) being equal. Attention is invited to acts of Congress, approved Feb. 26, 1885, and Feb. 23, 1887, vol. 23, page 332, and vol. 24, page 414, statutes at large. The government reserves the right to reject any or all proposals, or to waive any informalities in the bids received; also, to award the contract upon other considerations than the price. For further information apply at this office, or at the United States Engineer Office, Sault Ste. Marie, Mich. O. M. POE, Colonel, Corps of Engineers, Bvt. Brig. Gen., U. S. A.

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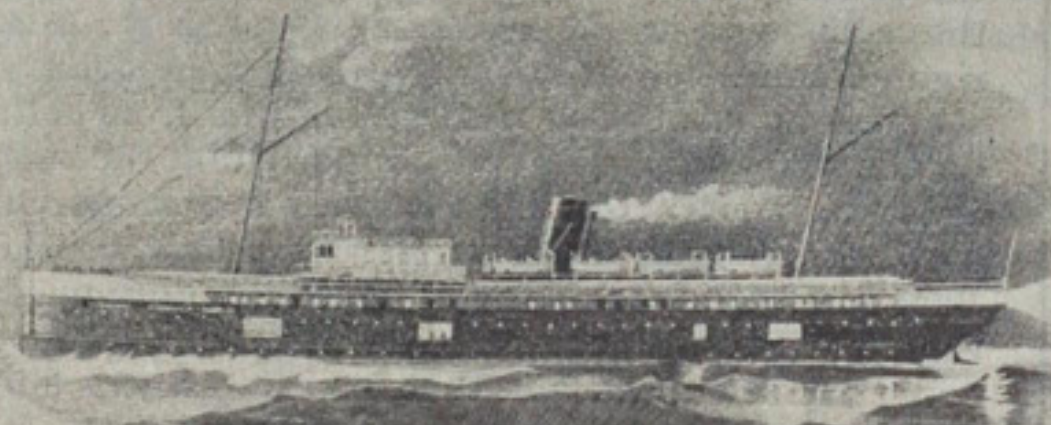
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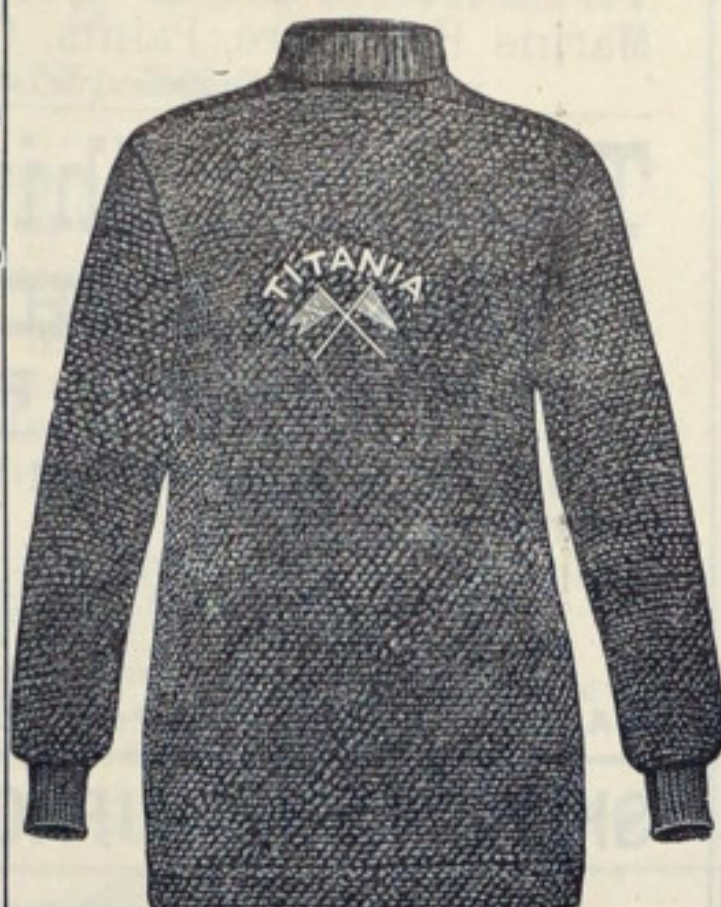
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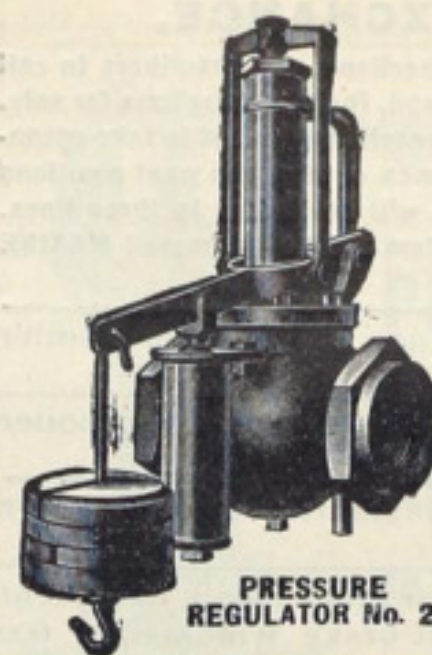
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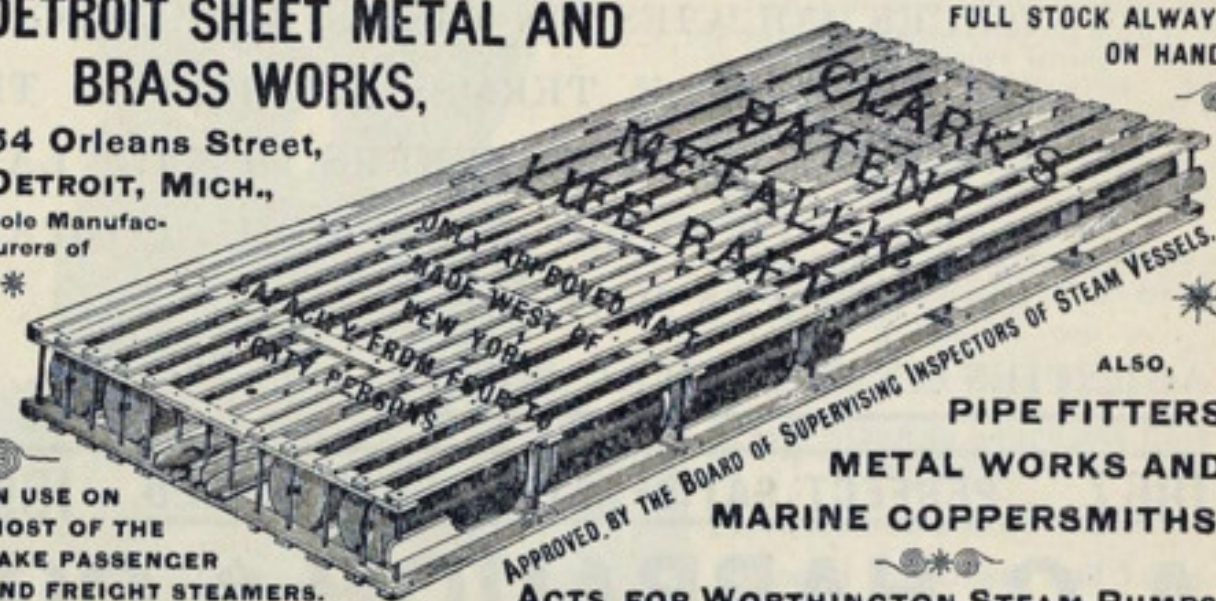
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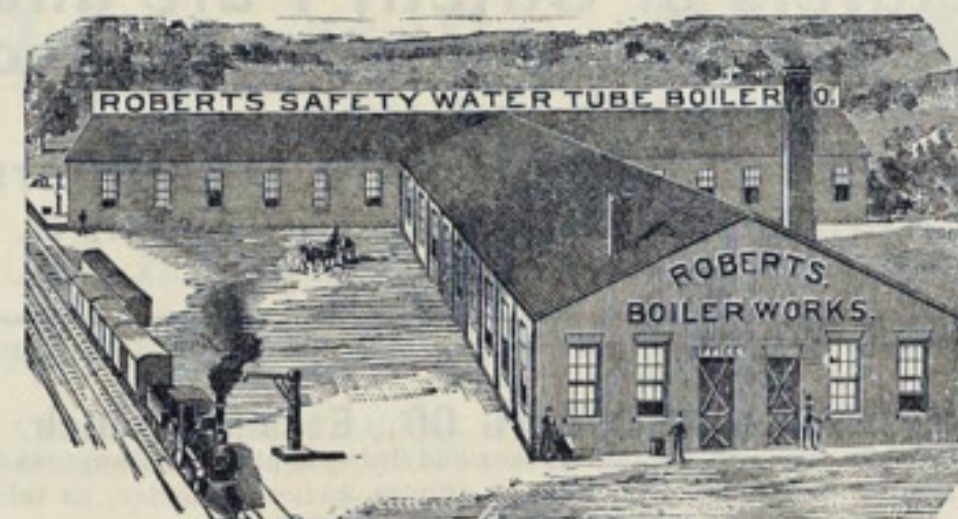
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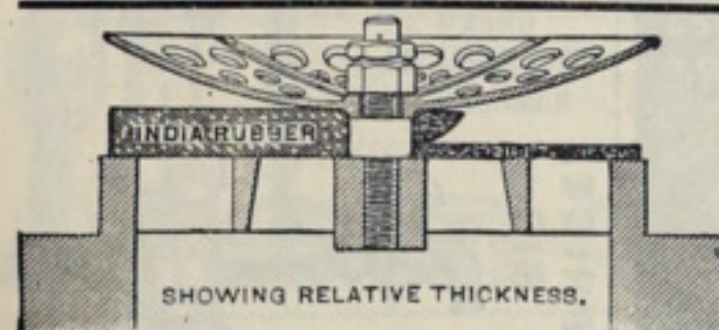
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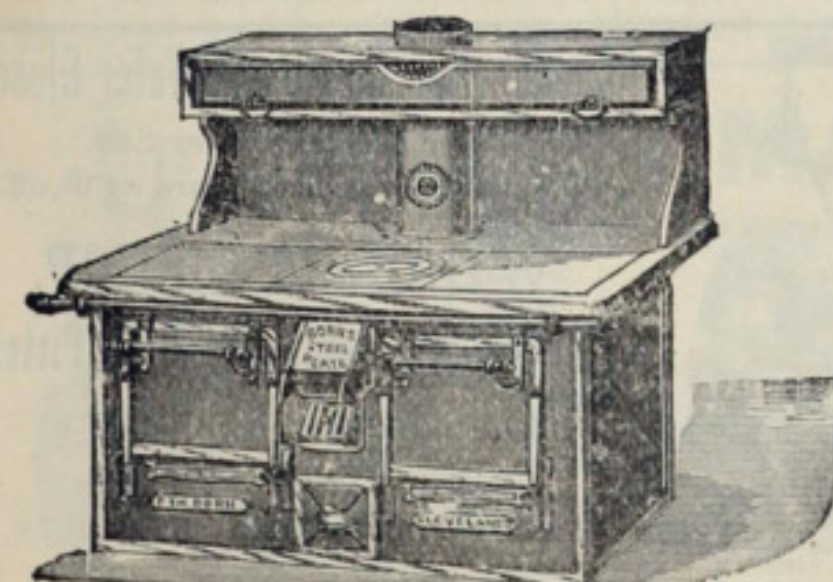
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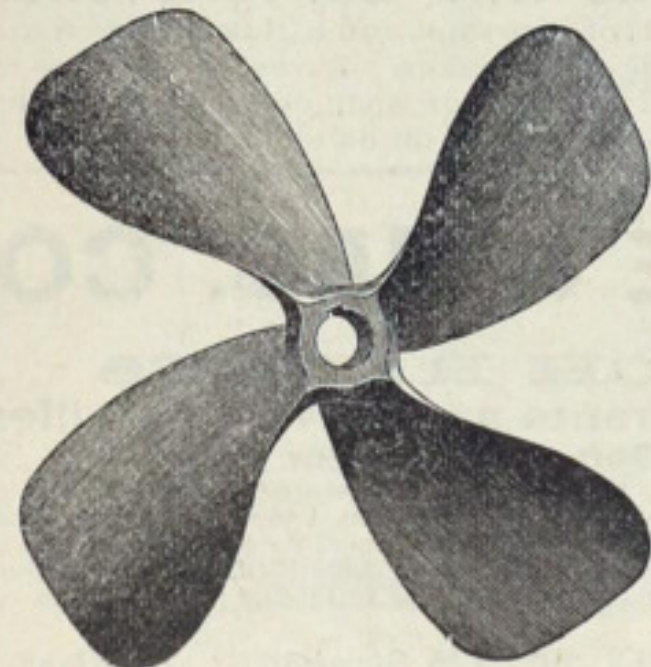
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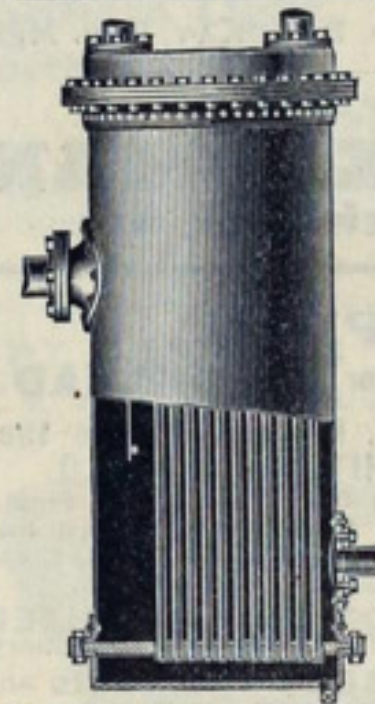
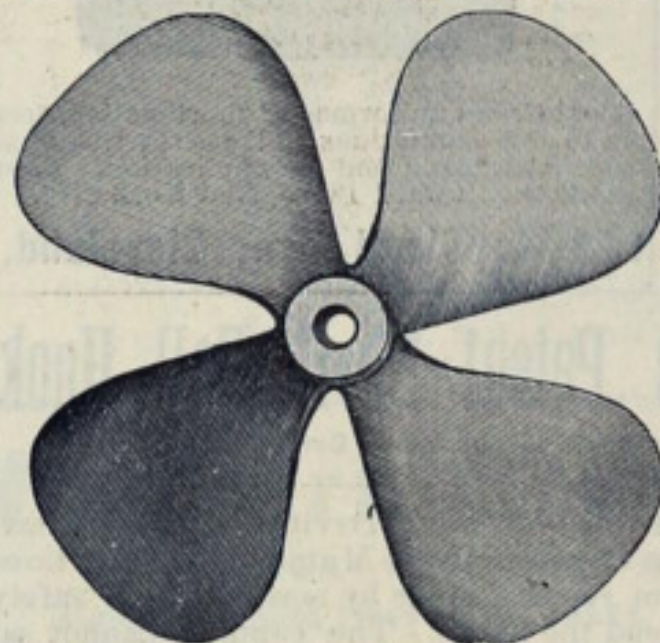
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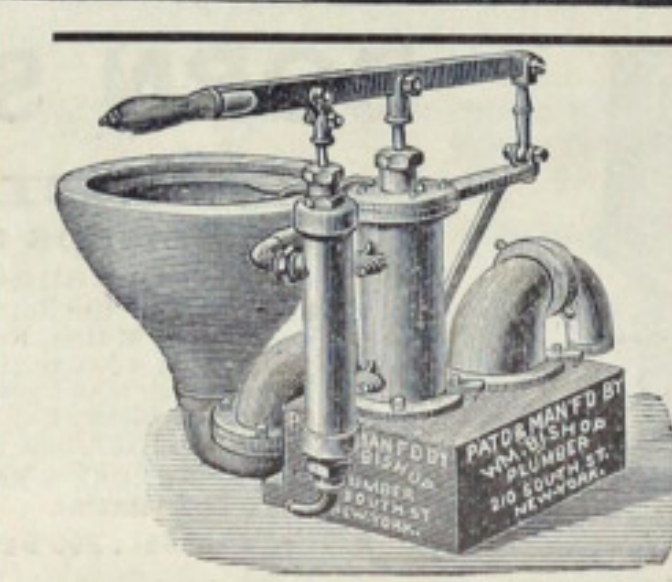
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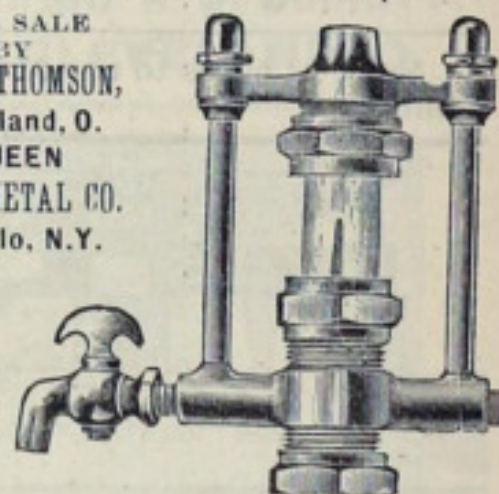


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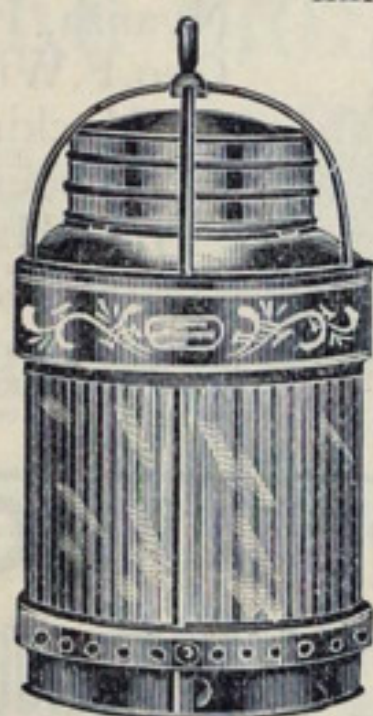
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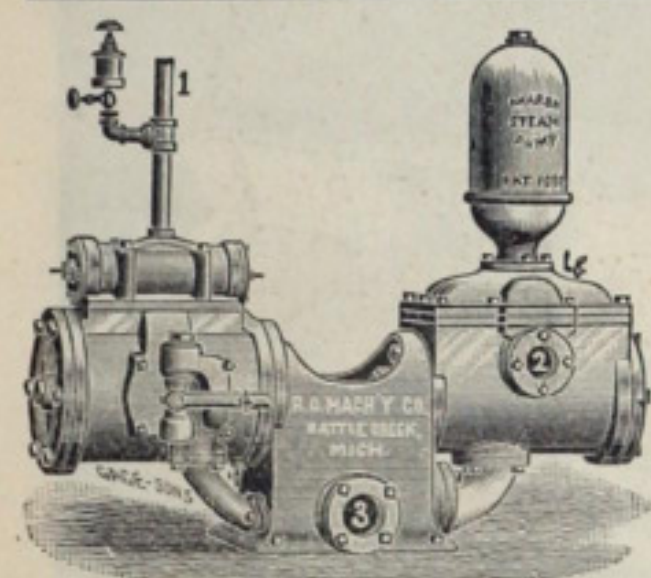
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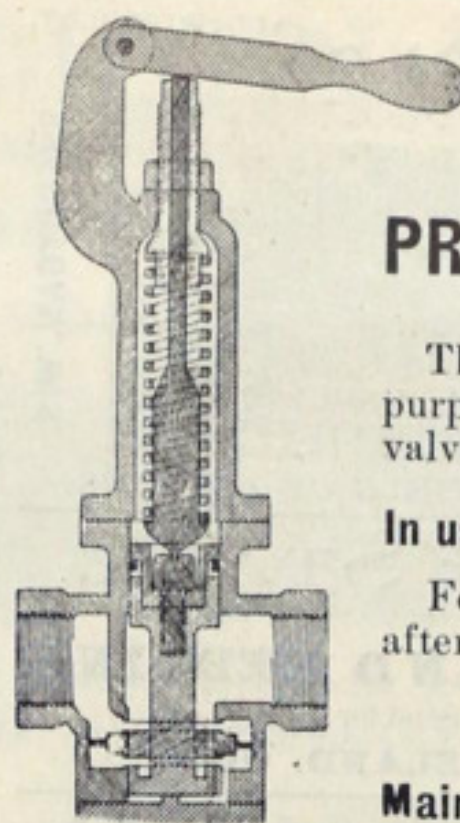
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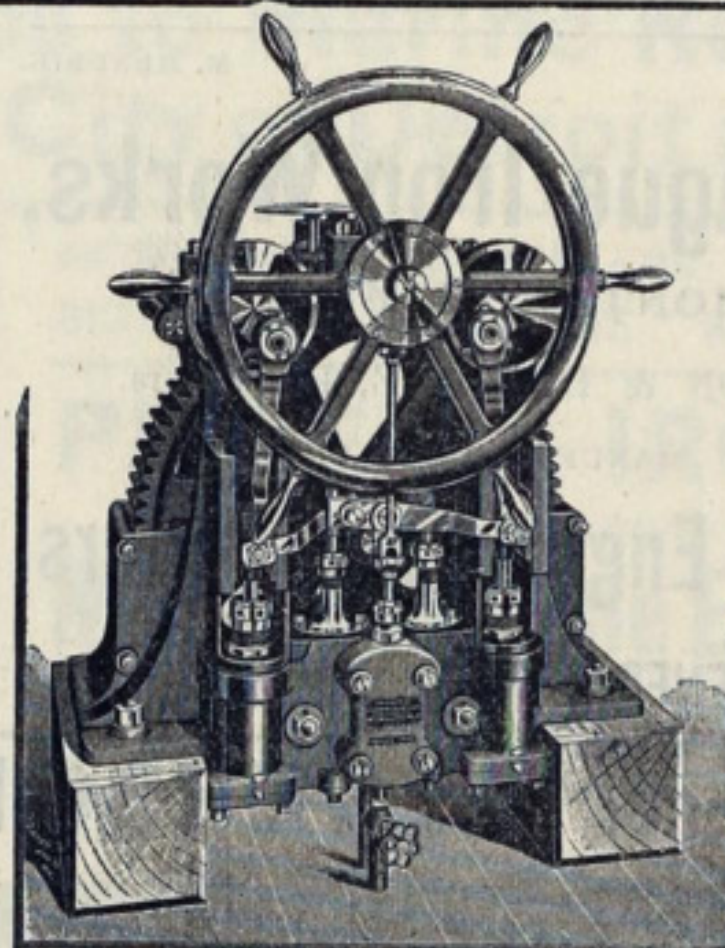
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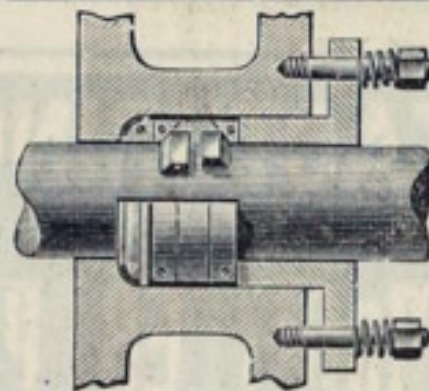
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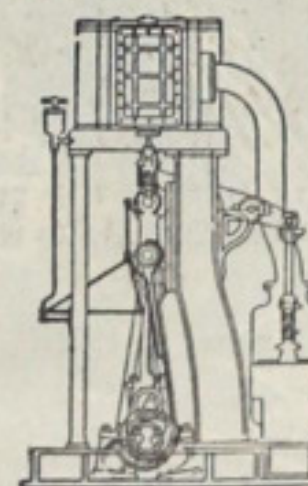


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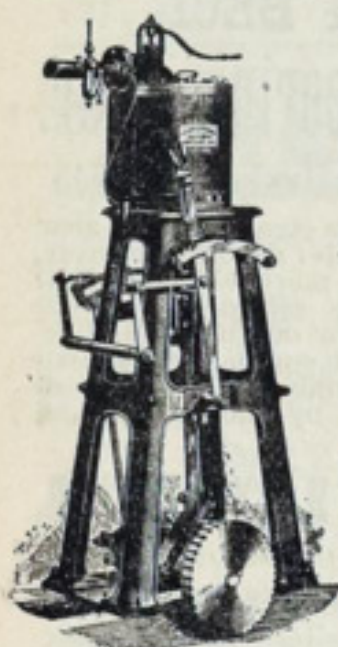
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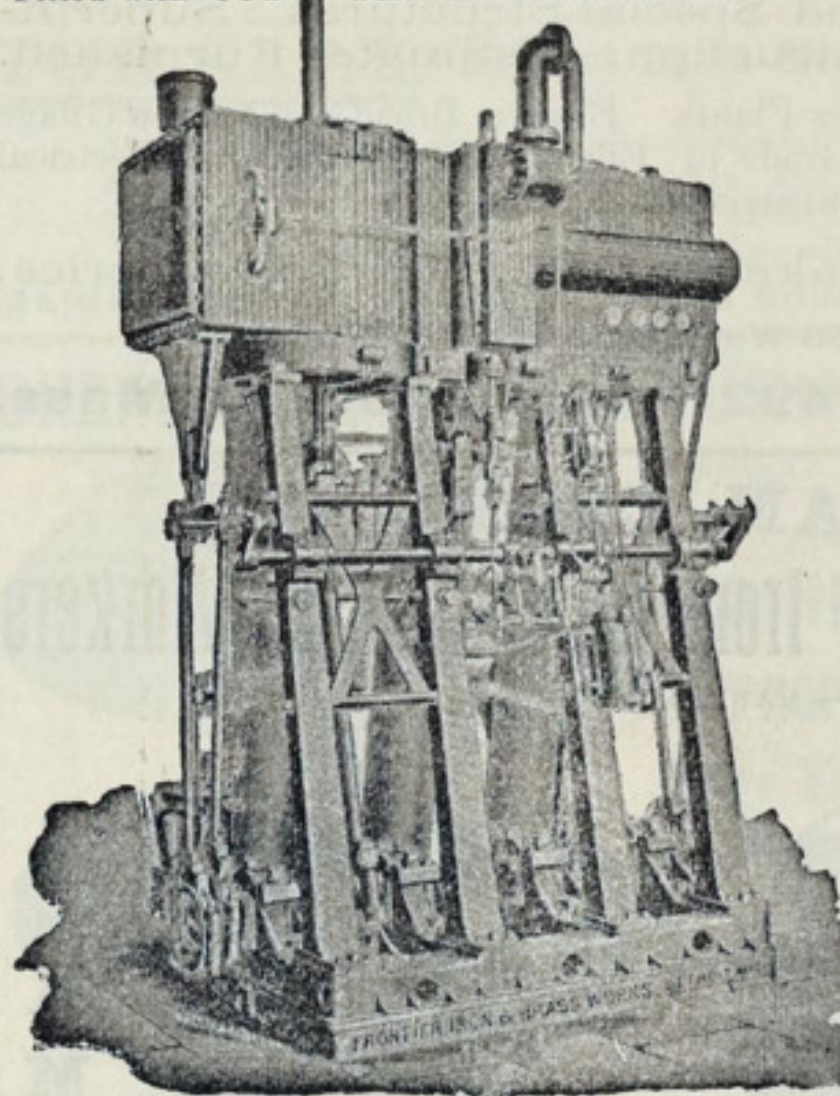
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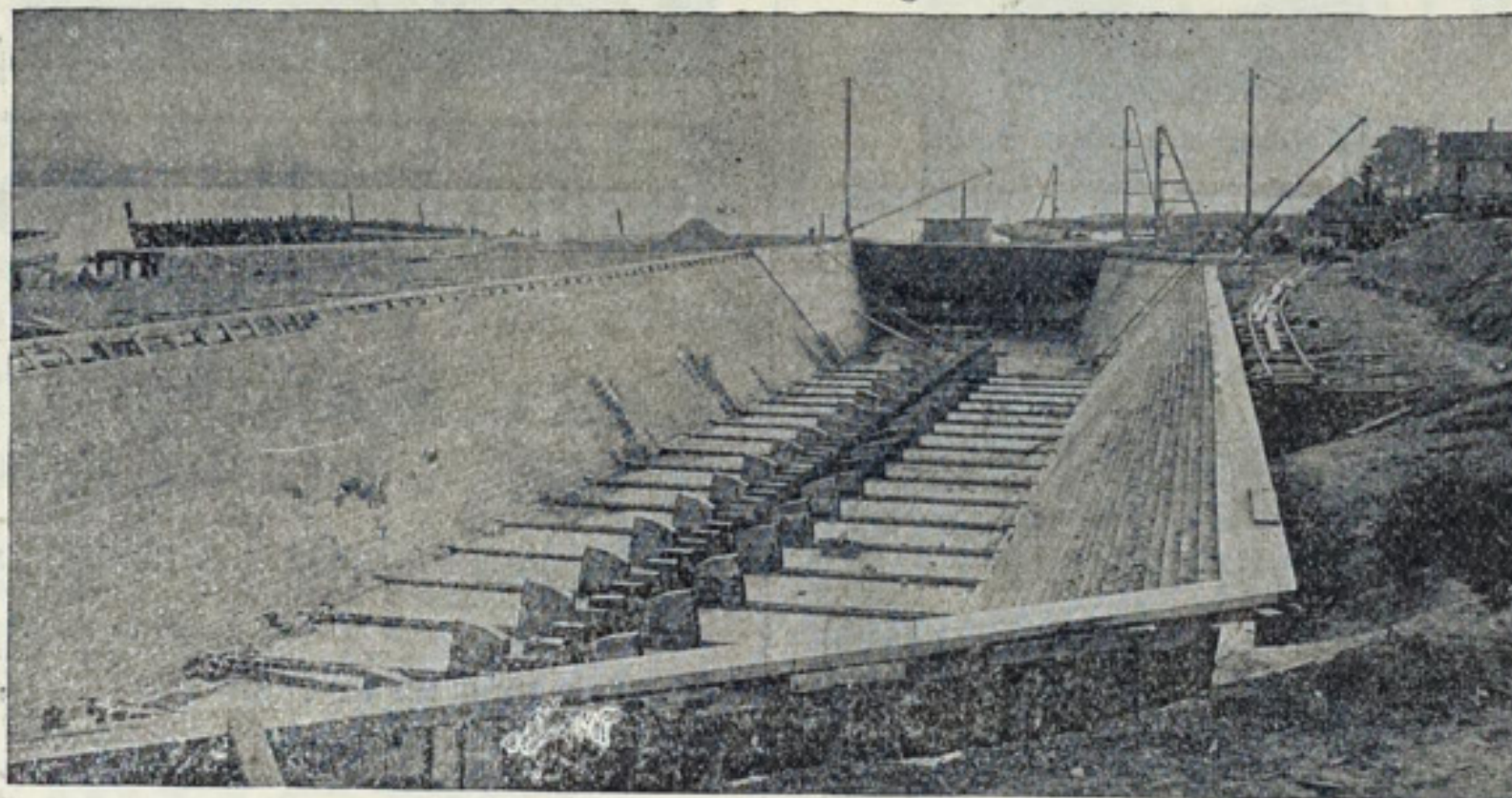
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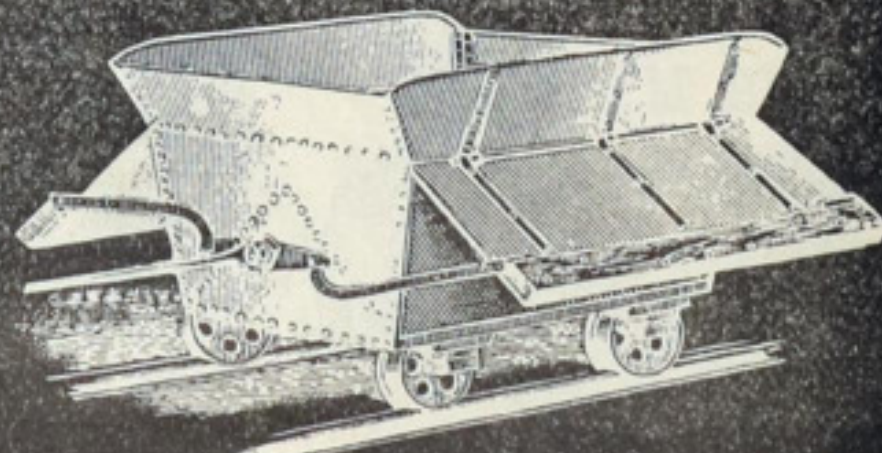
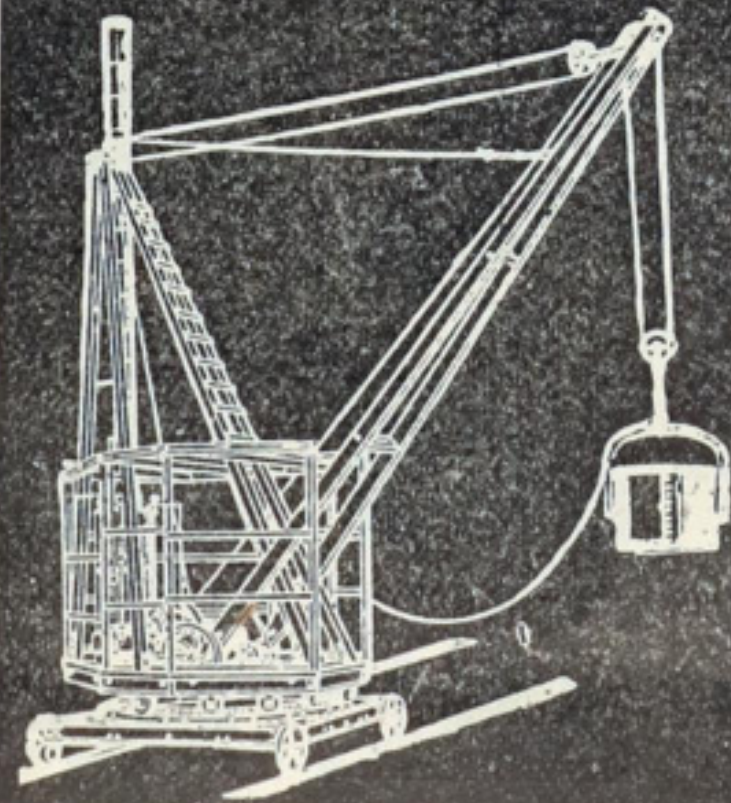
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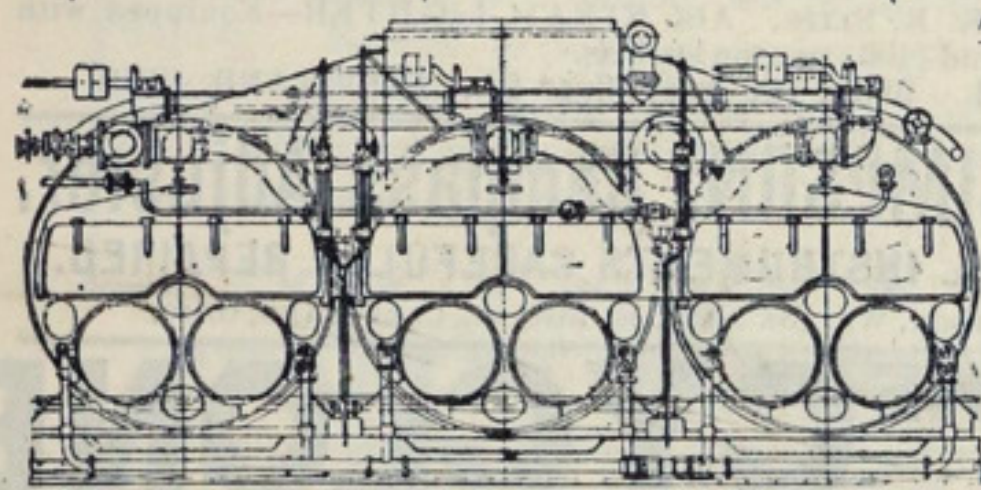
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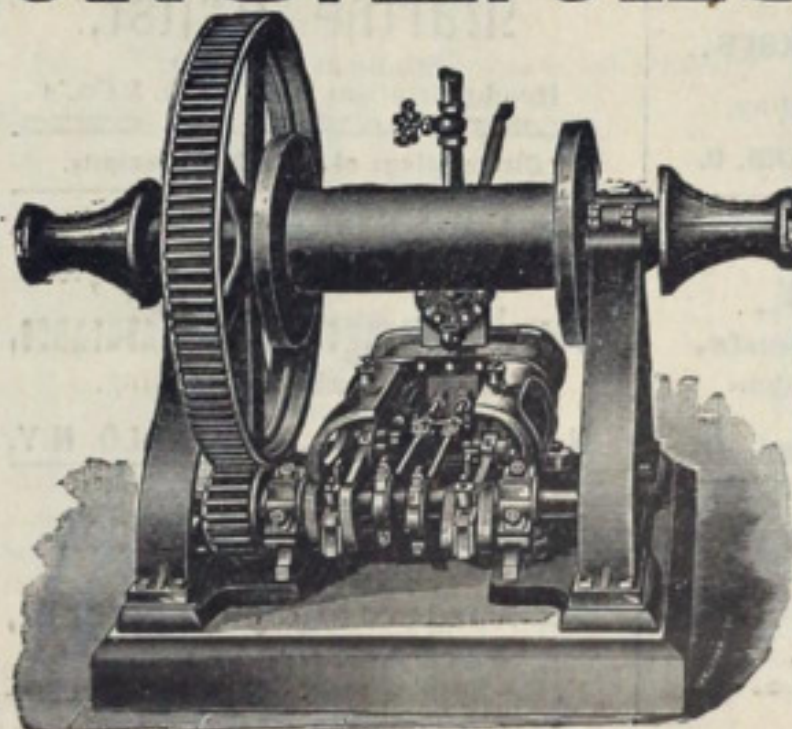
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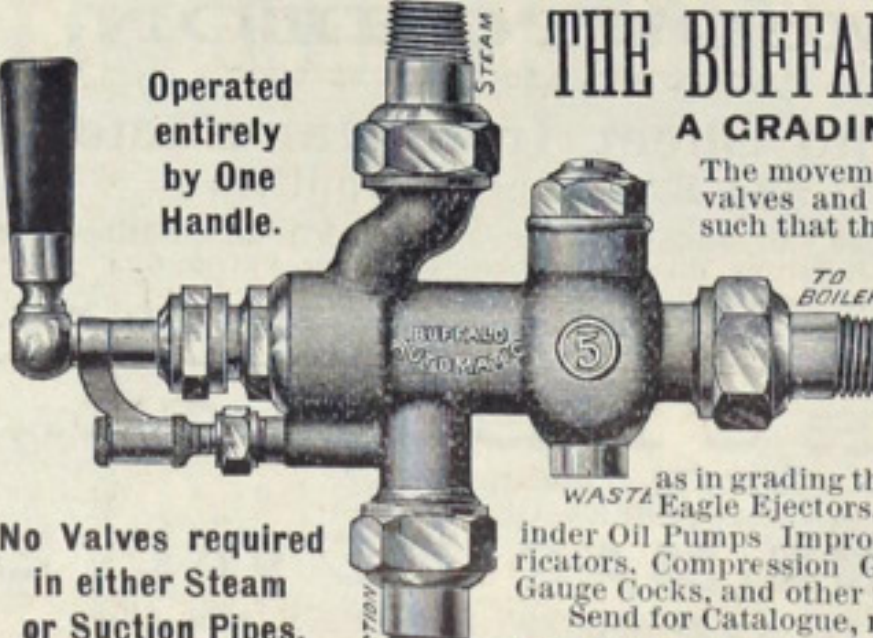
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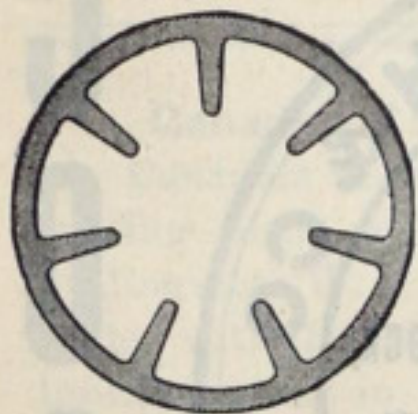
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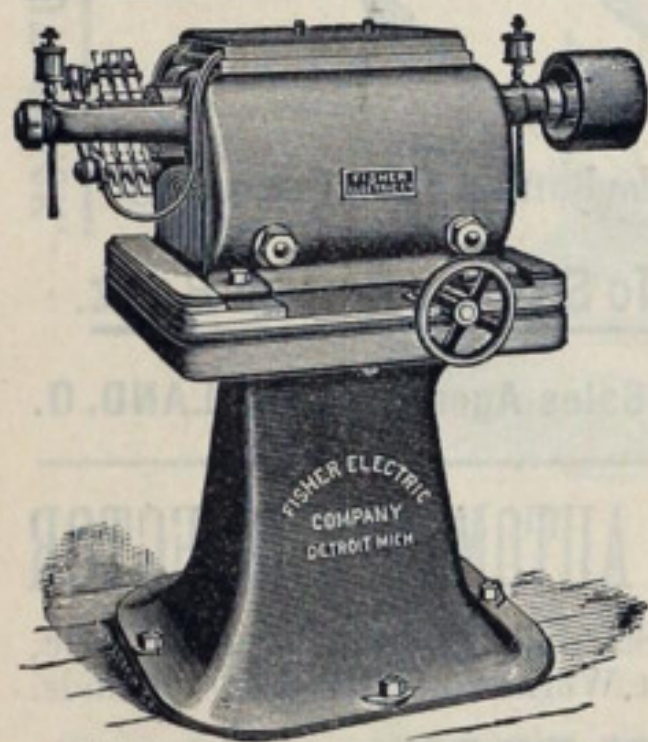
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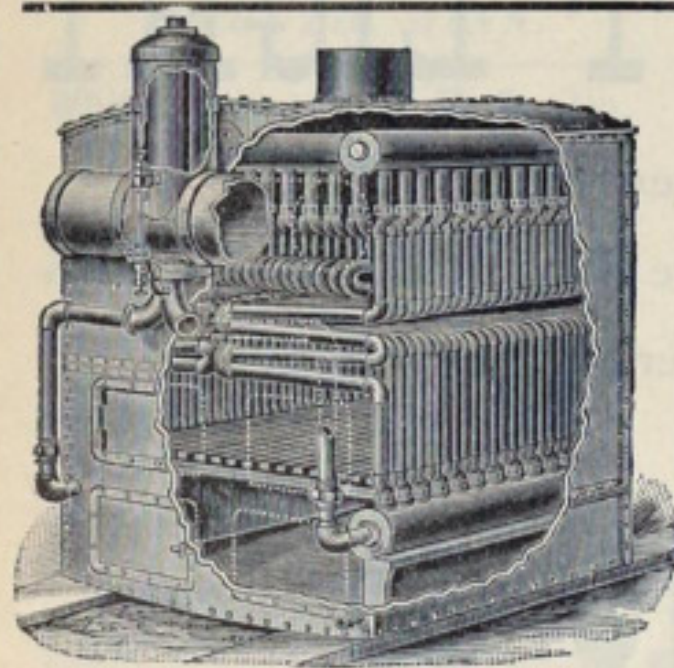
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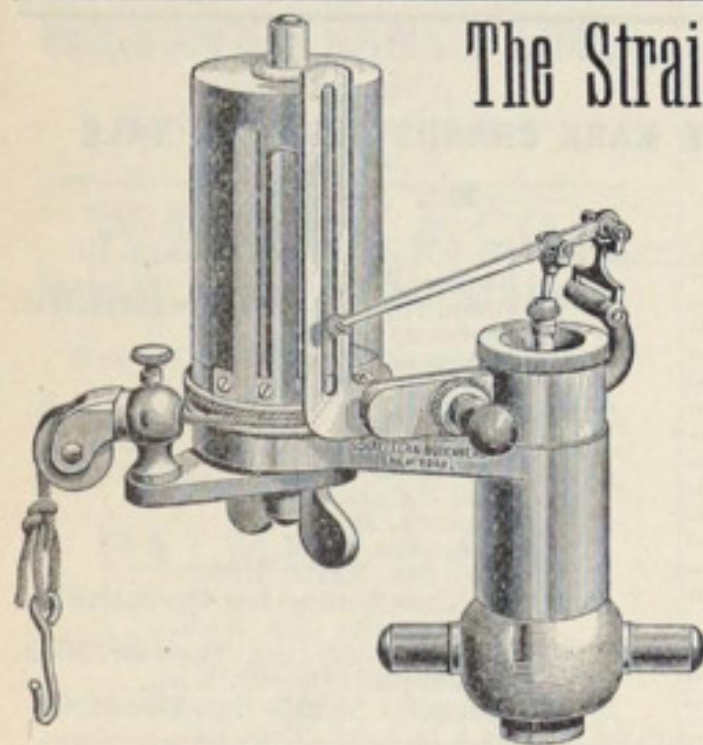
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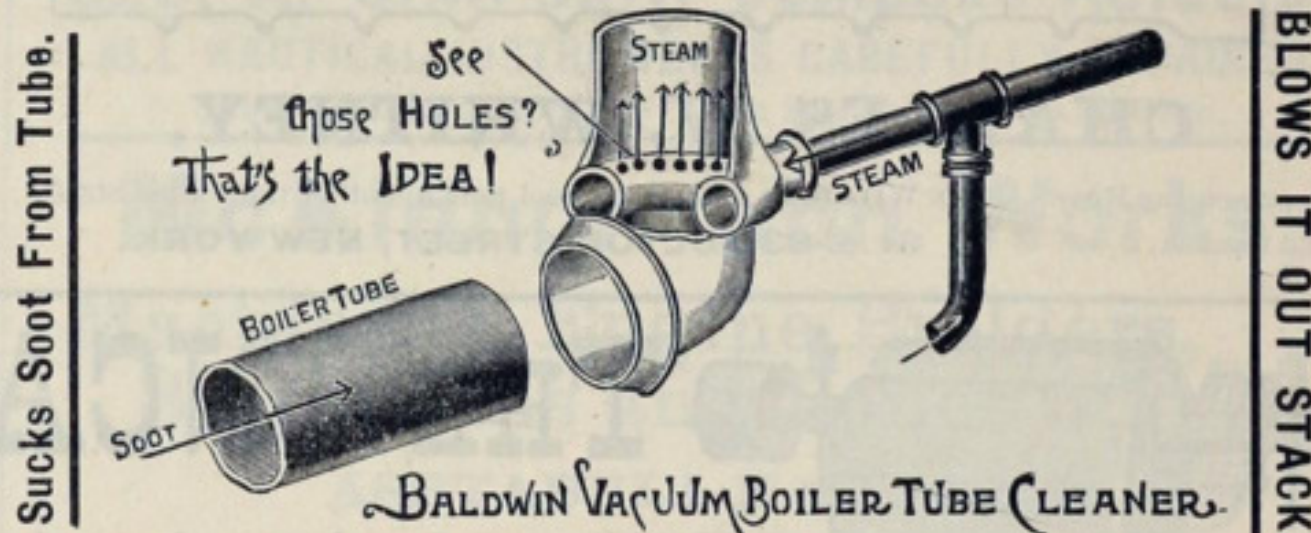
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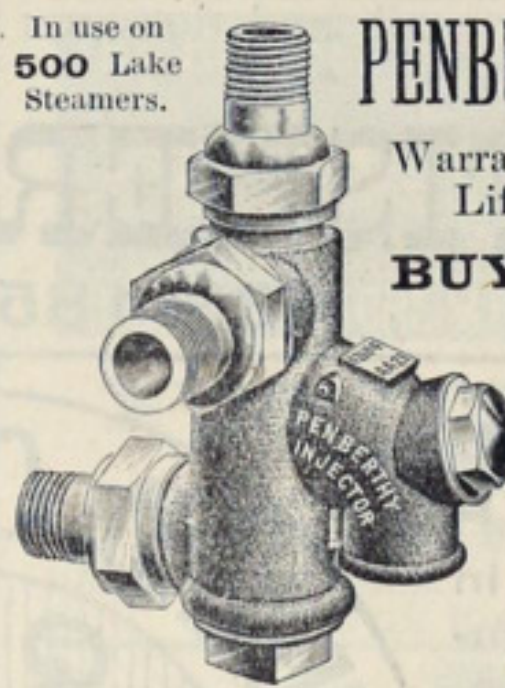
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